

MINUTES
FREMONT BICYCLE PEDESTRIAN TECHNICAL ADVISORY COMMITTEE
REGULAR MEETING
RANCHO HIGUERRA ROOM
39550 LIBERTY STREET
FREMONT, CALIFORNIA 94538
January 18, 2012, 7:00 P.M.

1. **INTRODUCTIONS:** Rene Dalton
2. **ROLL CALL:**
BPTAC Members (present): Valerie Stewart, Ken Nishimura, Greg Thomas, Diana LaVigne and Bill Brier
City staff (present): Rene Dalton and Archie Lacanilao
3. **APPROVAL OF MINUTES:** Minutes of September 21, 2011 were approved by Committee members.
4. **ORAL COMMUNICATIONS FROM THE PUBLIC:** None.
5. **2012-13 Transportation Development Act Article 3 Bicycle and Pedestrian Grant Fund Project**

This item is a continuation from the 9-21-11 BPTAC Meeting. Mr. Dalton stated the Metropolitan Transportation Commission (MTC) makes annual allocation of Transportation Development Act (TDA) Article 3 funds for bicycle and pedestrian projects to cities and counties in the region annually. The City estimates it is eligible for approximately \$160,000 in TDA funds for the 2012-13 Fiscal Year. Staff recommends the BPTAC review and rank the following proposed projects:

Citywide Bicycle Facilities Improvements - The proposed project involves installation of new bicycle detection loops, bicycle lane striping and signing at 105 signalized intersections. The project also consists of installation of bicycle lane striping and signing on Fremont Boulevard between South Grimmer Boulevard to 700' south of Industrial Drive. The project is estimated to cost \$175,000 with TDA funds to contribute \$160,000 and \$15,000 to be contributed by Measure B Bicycle and Pedestrian funds.

Frobisher Drive Sidewalk Improvements - The proposed project involves the construction of approximately 200' of new curb, gutter, sidewalk, planter strip, drainage improvements, and ADA ramps on the north side of Frobisher Drive, across Cabrillo Elementary School. The estimated project cost is \$205,000 with TDA funds to contribute \$160,000 and \$45,000 to be contributed by Measure B Bicycle and Pedestrian funds.

The following are comments from the public and BPTAC members about the projects considered:

- Committee members commented that the Frobisher Drive sidewalk project appears much more expensive per linear foot than other sidewalk projects. Mr. Dalton stated past sidewalk projects considered did not include installation of new curb, gutter and drainage work.
- What percent of the students walk to school? Mr. Dalton stated that staff has minimal data for this school but during staff observation of traffic during school dismissal time only 12 pedestrians were observed walking in this area.
- Consider the posting no parking signs along this segment.
- For the bicycle improvements project, why is bike detection installation not included for the left turn lane? Mr. Dalton stated bike detection would be installed on the minor or side street left turn lanes but not on the major street approach left turn lanes. The City's traffic signal operations group believes installation of bike detection for left turn lane on the major street approaches would impact the coordination timing of the arterial streets because longer green clearance times would be needed. The City needs to evaluate the impact of increased left turn lane green times prior to installing bike detection on the left turn lanes of major streets.
- Are the vehicle detectors able to discriminate between bicycle and automobiles? Mr. Dalton stated that video detection has that capability but video detection is more expensive, not widely used, has problems detecting for certain conditions such as at sunset or dusk, fog and rain, it is not as reliable as the wire loop detectors.
- Mission Boulevard/Paseo Padre Parkway intersection southbound left turn lane does not detect bicycles.
- The proposed Fremont Boulevard bicycle lane installation should avoid or minimize the shifting of the bike lanes at the off-ramps and intersections. A more continuous and straight bicycle lane alignment through the ramps and intersections is preferred.
- Consider programs or signs to educate public of bike detection at signalized intersections.
- Bicycle lane striping should only be installed on roadway pavements that are in good condition and not on pavement that is deteriorating or have tree roots lifting the pavements. Roadway pavements with tree roots causing uneven pavement should be repaired prior to installation of bicycle lanes.

Following discussion of the proposed projects Committee members moved to rank the Citywide Bicycle Facilities Improvements project as the number one ranked project and Frobisher Drive sidewalk as the second ranked project for the City's 2012-13 TDA

Article 3 Bicycle and Pedestrian Grant Application.

7. **WRITTEN COMMUNICATIONS** - None.
8. **COMMITTEE REFERRALS** – None.
9. **COMMITTEE AND STAFF COMMUNICATIONS** – Mr. Dalton conveyed to Committee members that the City is considering two projects for its Safe Routes to School Grant Application which is due to Caltrans March 30, 2012. One project, Grimmer Boulevard/Blacow Road intersection improvements located next to Irvington High School involves elimination of free right turn lanes and raised corner islands, installation of new traffic signal system with new ADA curb ramps, pedestrian countdown signals, audible pedestrian signals and expanded sidewalk area at each corner. The second project under consideration is the construction of approximately 1,200' of new sidewalk on Emilia Lane from Deep Creek Road to Macbeth Avenue. The proposed sidewalk project is frontage Deep Creek Park and Ardenwood Elementary School.
10. **ADJOURNMENT** – The meeting was adjourned at 8:40 PM.